

Fort William to Winnipeg.—Among the works contemplated in connection with the increase of the Co.'s capital stock is the double tracking between Fort William and Winnipeg. A considerable portion of the route has already been surveyed with a view to reducing grades, changing alignments, etc., and two survey parties are now engaged in the work. It is expected to complete the surveys this year, but it is not announced whether construction will be started this year.

Ignace to Turtle River.—Surveys are being made for a line from Ignace to Turtle river, but we were recently advised that a suitable location had not then been obtained. (Jan., pg. 6.)

Raleigh to Bonding Lake.—A survey has been made for the construction of a branch from Raleigh, on the main line, 167.6 miles west of Port Arthur, to Bonding lake, 18.5 miles. This branch would open up pine timber limits and also a source of supply for ties.

Dinorwic to Lake Minnetaka.—A survey has been made for a branch from Dinorwic, on the main line, 197.5 miles west of Port Arthur, north to Lake Minnetaka, 14.51 miles. (Jan., pg. 6.)

Rat Portage.—Unconfirmed press reports say that the Co. will build a summer hotel at Rat Portage. Officials at head office say they know nothing of such a project.

Cut-off near Selkirk.—Press reports say that a survey has been made by Mr. Macdonald, C.E., for a cut-off from the main line about 3 miles south of East Selkirk, to the dam at St. Andrew's rapids, on the Red river, which could be utilized for bridge purposes, thence west via Victoria Park station to Rea-burn, on the main line, 35.2 miles west of Winnipeg. The cut-off would shorten the main line and enable the through freight traffic to be handled without passing through the Winnipeg yards.

Osborne to Morden.—A survey has been made for a cut-off between Osborne and Morden, Man., on the Pembina Mountain branch, about 40 miles. (Dec., 1901, pg. 361.)

Snowflake Branch.—The extension from Snowflake, southeasterly, to Mowbray, 10 miles, was graded last year, and track is expected to be laid on it this year. (Dec., 1901, pg. 361.)

Waskada Branch.—The extension from Waskada, westerly to Lyleton, Man., was graded last year, and track is expected to be laid on it this year. (Dec., 1901, pg. 361.)

Carman to Boissevain.—A survey has been made for the extension of the Carman branch, southwesterly to Boissevain, about 100 miles. (Dec., 1901, pg. 361.)

Glenboro and Lauder, Man.—Surveys have been completed from Glenboro, on the Manitoba and Southwestern Colonization Ry., to Lauder, on the branch from Kemnay to Estevan, some 67 miles, but no announcement has been made as to the Co.'s intentions in regard to construction. (Jan., pg. 7.)

Western Branch Line Betterments.—J. Woodman, Division Engineer, Western Division, in speaking of last year's betterments, is reported to have said that on the south-western branch at the Souris river a half-mile of trestle has been filled in, the average height was 48 ft. The permanent bridge across the river itself will be completed this year. At Treherne also, on the south-western branch, the ravine through which the Boyne river flows and over which there was formerly a trestle, has been filled in. The height of the dump is 50 ft., and by this piece of work the only grade for east bound trains on the entire line has been eliminated. The masonry of the new bridge at La Riviere, on the Pembina branch, is also practically finished, and two of the girders have been put in position. The two spans are 60 ft. long. Station con-

struction was an important feature of the year's work. Modern frame stations, with stone foundations, and freight sheds, have been built at Deloraine, Hamiota, Carrol and Carievale.

Winnipeg Beach Branch.—The extension from West Selkirk, 26 miles, was graded last year, and track is expected to be laid on it this year. (Dec., 1901, pg. 361.)

The Manitoba and North-Western Ry. Co. will apply at the next session of the Dominion Parliament for an act giving the Co. power to construct the lines authorized by its act of 1893, within seven years. These lines are as follows: From Yorkton, Assa., the present terminus, to Prince Albert, Sask.; from Russell, Man., on the Shell river branch to the main line on the northern or western boundary of Manitoba; a branch from the main line between Portage la Prairie and Arden, Man., eastward of the Riding Mountains to the northern or western boundary of Manitoba; a branch from the main line between Westbourne and Beautiful Plains, Man., northwesterly in the direction of Lake Dauphin or Duck mountains.

Yorkton, Northwesterly.—A survey has been made for an extension of the old Manitoba and Northwesterly Ry., from Yorkton, Assa., northwesterly about 30 miles.

McGregor Branch.—On the extension from Wellwood westerly, 10 miles were graded last year to Brookdale. It is expected that track will be laid on it this season. A survey has been made for a further extension from Brookdale to Forrest, on the old Great Northwest Central Ry., 20 miles. (Dec., 1901, pg. 361.)

Branch From Forrest.—Track has been laid from Forrest, on the old Great Northwest Central Ry., west to Wheatlands, 17 miles. This branch has been graded, a further distance of 22 miles, leaving 3 miles further to be graded to Lenore, to which point track will probably be laid this year. (Dec., 1901, pg. 361.)

Fernie, B.C.—We are informed that the press reports stating that plans and specifications had been prepared for a new station at Fernie, to cost \$25,000, are incorrect, and that it is not likely that anything further than a baggage-room addition will be made there this year.

Porteous Branch.—A branch of one mile has been completed from Porteous, B.C., on the North Star branch, to Senator Turner's proposed smelter near Marysville. (Dec., pg. 361.)

Robson Bridge.—The superstructure was completed about the middle of Dec., and a steam shovel with work train was immediately put to work taking out a cutting on the west approach. The earth as it is taken out is hauled over the bridge and used in filling the temporary trestle approach on the east side, which requires some 60,000 cubic yds. to make the embankment. When the work is completed all trains will cross the Columbia by the bridge, thus enabling through trains to be run between Nelson and Rossland and Nelson and Midway. Plans for a new station at Castlegar, where the bridge line connects with the Columbia and Western Ry. are being prepared. The old dock and station at West Robson will continue to be used for the steamers running on the Columbia river, but transfer of passengers by ferry at Robson will cease as soon as the train service over the bridge is in operation. (Jan., pg. 7.)

Arrowhead and Kootenay Ry.—Track has been laid from Lardeau on Kootenay lake, northwesterly 23 miles, and the line is under construction 10½ miles further. J. G. Sullivan is division engineer in charge of construction. P. Welch & Co., Grand Forks, B.C., are the contractors. (Dec., 1901, pg. 361.)

Columbia and Western Ry.—The work reported in Jan. as having been commenced at Hartford Jct., B.C., on the Phoenix branch consisted of the laying of 1,636 feet of track turning an angle of 200° on a 17' curve, with the object of doing away with the switchback so that trains can head into Phoenix instead of having to back up two miles as heretofore. There were no culverts or trestles on the work, which consisted of 600 ft. of rock cut, 14 ft. being the greatest depth, the balance being filling from 3 to 8 ft. W. P. Tierney & Co., of Nelson, B.C., were the contractors, and the work was completed in Dec. (Jan., pg. 7.)

The extension of the Knob Hill spur from the ore bins to the compressor, where a tunnel is being driven into the hill side, necessitated the putting in of a switchback. The new line is 2,592 ft. in length, of which 1,200 ft. consisted of rock cutting, the greatest depth being 15 ft. There were two heavy fills over a gully, the greatest depth being 23 ft. The work was completed in Dec., and the line is being operated for hauling firewood to the compressor. When work on the tunnel has advanced sufficiently far in order to ship ore, the cars will be run into it, and the ore run into them from a shaft loading from the open quarry workings above. The compressor is 55 ft. above the siding at the ore bins. W. P. Tierney & Co., Nelson, were the contractors. (Jan., pg. 7.)

In addition to these two important works it is reported that Tierney & Co. have completed the following: Ten car spur at Sunset mine, Deadwood camp; additional trackage facilities at Eholt to handle Phoenix business; ten car spur at Snowshoe mine on Phoenix branch; house track at Phoenix yards. The entire Boundary line is now in excellent shape to handle the largely increased ore shipments and general freight that it will have during the coming year, from every camp in the Boundary.

Okanagan Lake Hotel.—It is said the Co. may erect a hotel at Trout creek, on Okanagan lake, B.C.

Vancouver Hotel.—A contract for the erection of a large addition to this hotel, and the reconstruction of the original buildings, except the northern wing, last built, has been let to Robertson & Hackett, of Vancouver. The new hotel will be a magnificent structure, up-to-date in every particular. F. M. Rattenbury, of Victoria, is the architect.

The Minneapolis, St. Paul and Sault Ste. Marie Ry. intends to relay its line between Sault Ste. Marie and Gladstone, Mich., with 80-lb. steel rails.

London, Eng., Offices.—The site of the proposed new offices in London, Eng., is in Trafalgar square, opposite the National Gallery, and near to the corner of the new road which is to be constructed from Buckingham Palace to Trafalgar square, in connection with the Queen Victoria memorial. It is one of the finest sites in London, if not in Europe. The building will have a frontage of 55 ft. 6 in., and will be 6 storeys high. The architect will be Bruce Price, but the plans have not yet been settled.

H. Morgan & Co., Colonial House, Montreal, have issued a Canadian Pacific souvenir calendar, printed in colors at their own establishment, on stiff cardboard, and containing portraits of the Prince and Princess of Wales and some of the chief officials of the C.P.R., and a number of views of the Royal train and of the C.P.R. track and hotels.

J. Williams, Station Agent, C.P.R., Shelburne, Ont., writes: "I wish to thank you for sending THE RAILWAY AND SHIPPING WORLD so promptly. I would not like to miss a number as I enjoy reading the very interesting matter which you supply us monthly."